

Amendments to the Specification:

The paragraph starting at page 1, line 9, is amended and now reads as follows:

-- A closed level control system for vehicles of the above type is disclosed in United States ~~patent application serial no. 10/103,843, filed March 25, 2002~~ Patent 6,726,189. The level control system shown in this ~~application~~ patent includes two or four controllable directional valves, a pressurized medium supply vessel and at least two pressurized medium chambers having respective controllable directional valves. With this level control system, a pressurized medium from the pressurized medium chambers can be transferred into the pressurized medium supply vessel or vice versa. Furthermore, air from the atmosphere can be transferred into the pressurized medium supply vessel. The compressed air is dried in an air dryer before entry thereof into the pressurized medium supply vessel. To regenerate the air dryer, pressurized medium from the pressurized medium supply vessel can be expanded via a throttle and, in comparison to air drying, be conducted in the opposite direction through the air dryer via a relief valve to the atmosphere. With this level control system, no abrupt different control speeds can be achieved as is desirable and required for specific application purposes. -

The paragraph starting at page 2, line 26, is amended and now reads as follows:

-- The closed level control system of the invention is for a vehicle having a vehicle body, vehicle axles and pressurized medium chambers with which the vehicle body is suspended relative to corresponding ones of the vehicle axles. The closed level control system includes: pressurized medium supply vessel means having first and second pressurized medium spaces for holding a medium under pressure as a pressurized medium; the first and second pressurized medium spaces having no direct connection therebetween; a compressor for transferring the pressurized medium between the pressurized medium supply vessel and the pressure pressurized medium chambers; the compressor having an input and an output; first and second controllable directional valves and each one of the valves having at least two switching states; and, the first controllable directional valve being switchable to connect either the first pressure pressurized medium space or the second pressure pressurized medium space to the compressor input or to the compressor output so that pressurized medium from the pressurized medium chambers can be transferred into the first pressurized medium space or into the second pressurized medium space or pressurized medium from the first pressurized medium space or from the second pressurized medium space can be transferred to the pressurized medium chambers. -

The paragraph starting at page 8, line 26, is amended and now reads as follows:

-- According to the method of the invention, when filling that

pressurized medium space, which is at a higher pressure than the actual compression end pressure of the compressor, the compressor transfers pressurized medium from the pressurized medium chambers into this pressurized medium space. An advantage of this method of the invention is that a higher pressure level is possible in the level control system (especially in at least one of the pressurized medium spaces) without it being necessary to dimension the compressor with respect to size in correspondence to the higher pressure level. In this way, space for mounting components is saved. A further advantage is that, with the higher pressure level, other and improved characteristics of the level control system are ~~obtained~~ obtained, such as more rapid control speeds or specific spring rates of the pressurized medium spaces. -

The paragraph starting at page 9, line 22, is amended and now reads as follows:

-- The advantage of the method is that at any time (that is, even during travel when no level control operation is needed or desired), at least one pressurized medium supply vessel can be filled with a pressure which is greater than the compression end pressure of the compressor. The pressurized medium chambers are not filled so that no possibly unwanted level control operation is carried out. In this way, the increase of the level of a vehicle relative to the roadway during highway travel is ~~precluded~~, precluded which, under some circumstances, could change the driving characteristics of the vehicle in an impermissible manner

and could lead to an endangerment of the vehicle passengers. --

On page 10, between lines 10 and 11, please insert the following new paragraph:

-- FIG. 3 is a schematic diagram of two air springs (6a, 6b) suspended between a vehicle body (60) and a vehicle axle (61). -

The paragraph starting at page 10, line 12, is amended and now reads as follows:

-- FIG. 1 shows a closed level control system which includes: pressurized medium chambers in the form of air springs 6a to 6d, a compressor 8, an air dryer 10 and two pressurized medium supply vessels (12, 13). The first pressurized medium supply vessel 12 and the second pressurized medium supply ~~vessel~~ vessel 13 are alternately connected via a first controllable directional valve 52a via a first pressurized medium line 1 to the compressor input 14 or via a fourth pressurized medium line 4 to the compressor output 16. In a first switch position, the first directional valve 52a connects the first pressurized medium line 1 to the first pressurized medium supply vessel 12 and blocks the fourth pressurized medium line 4 and the second pressurized medium supply vessel 13. In a second switch position, the first directional valve 52a connects the fourth pressurized medium line 4 to the first pressurized medium supply vessel 12 and blocks the first pressurized medium line 1 and the second pressurized

medium supply vessel 13. In a third switch position, the first directional valve 52a connects the fourth pressurized medium line 4 to the second pressurized medium supply vessel 13 and blocks the first pressurized medium line 1 and the first pressurized medium supply vessel 12. In a fourth switch position, the first directional valve 52a connects the first pressurized medium line 1 to the second pressurized medium supply vessel 13 and blocks the fourth pressurized medium line 4 and the first pressurized medium supply vessel 12. --

The paragraph starting at page 11, line 7, is amended and now reads as follows:

-- An air dryer 10 is mounted in the fourth pressurized medium line 4 between the first directional valve 52a and the compressor output 16. A throttle 22 and a check valve 18 in parallel therewith are mounted between the air dryer 10 and the first directional valve 52a. The check valve 18 is open toward the first directional valve 52a. A second pressurized medium line 2 branches at a point 27 from the fourth pressurized medium line 4 between the compressor output 16 and the air dryer 10. The second pressurized medium line 2 leads to an external apparatus connection 44, which is only open when an external apparatus is connected, and to a second controllable directional valve 54a. In a first switch position, the second directional valve 54a connects the second pressurized medium line 2 to the sixth pressurized medium line 6 and blocks a connection to the third pressurized

medium line 3. In a second switch position of the second directional valve 54a, the sixth pressurized medium line 6 is connected to the third pressurized medium line 3 and the connection to the pressurized medium line 2 is blocked. -

The paragraph starting at page 15, line 2, is amended and now reads as follows:

-- For discharging pressurized air from the pressurized medium supply vessel 12 into the atmosphere, the controllable directional valves 52a and 30 are first transferred into the second switching state. The first pressurized medium supply vessel 12 is then connected to the atmosphere via the controllable directional valve 52a, the throttle 22, the air dryer 10, the controllable directional valve 54a and the controllable directional valve 30 so that pressurized medium from the first pressurized air supply vessel 12 can flow into the atmosphere. Here, the pressurized air is expanded via the throttle and is conducted through the air dryer 10 in the opposite direction so that the air dryer 10 can be regenerated. The same applies to the second pressurized medium supply vessel 13. The first directional valve 52a is then transferred into the third switch position. -

The paragraph starting at page 17, line 8, is amended and now reads as follows:

-- During the pressure measurement, an air exchange between the pressurized medium chambers 6a to 6d and the pressurized medium supply vessels (12, 13) should be avoided in order to prevent an unintended dropping or raising of the vehicle body (60). Accordingly, during pressure measurement, it should be avoided that pressurized air flows over from the pressurized medium chambers 6a to 6d into one of the two pressurized medium supply vessels 12 or 13 (this could happen when the air pressure in the pressurized medium chamber 6a to 6d, which is to be measured, is greater than the air pressure in the corresponding pressurized medium supply vessel 12 or 13). It is likewise to be avoided that, during the pressure measurement, pressurized air flows over from one of the two pressurized medium supply vessels 12 or 13 into the pressurized medium chambers 6a to 6d whose air pressure is measured (this could happen when the pressurized air in the pressurized medium chambers 6a to 6d, which are to be measured, is less than in the corresponding pressurized medium supply vessel 12 or 13). Before the pressure measurement, it is not known whether the air pressure in the pressurized medium chamber 6a to 6d, which is to be measured, is greater or less than in the corresponding pressurized medium supply vessel 12 or 13. For this reason, a position of the controllable directional valves 52a and 54a must be set with which both possible cases can be effectively suppressed independently of the pressure conditions. This is ensured by the position (shown in FIG. 1) of the controllable directional valve 52a (first switch position) and 54a (second switch position) as will now be explained. The controllable directional valve 52a connects the first pressurized medium line 1

to the pressurized medium supply vessel 12 and blocks the pressurized air line 4 as well as the pressurized medium supply vessel 13 and the controllable directional valve 54a connects the third pressurized medium line 3 to the sixth pressurized medium line 6 and blocks the second pressurized medium line 2. --